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La Marine Militaire de la France sous les Règnes de Louis XIII. et de Louis XIV. Tome I. *Richelieu, Mazarin, 1624-1661.* Par G. LACOUR-GAYET, Docteur-ès-Lettres, Professeur à l'École Supérieure de Marine. (Paris: Honoré Champion. 1911. Pp. x, 268.)

THE volume indicated above has been preceded by two similar one-volume studies by the same author for the reigns of Louis XV. and Louis XVI., and will be followed shortly by another to complete the reign of Louis XIV. for the period 1661-1715. The author attempts here as in the previous volumes to write "a general history for all those who are interested in the story of the past".

The reader will seek in vain, however, for a connected narrative history which the title of the volume perhaps leads him to seek. He will find instead a series of lectures, originally delivered before the École Supérieure de Marine at Paris, which treat successively the plans pursued by Richelieu for the creation, organization, and administration of a more efficient navy, the important naval campaigns of the period, and finally, in the last chapter, the struggle for naval supremacy between England and Holland during the Commonwealth and its general importance in the history of naval armaments and tactics.

Both the merits and demerits of a history in such a form appear. The style is clear and interesting. The reader is ever conscious that the author is endeavoring to hold his attention. It is perhaps for this reason that the author permits himself to glide over details and become at times extremely superficial. An illustration of this superficiality is to be found in the treatment of the very important siege of La Rochelle to which only eighteen pages are devoted. It does not contain a clear statement of even all the important facts of the siege, as will be seen by a comparison with the treatment of the same subject by de La Roncière (*Histoire de la Marine Française*, Paris, 1910, IV. 444 ff.). Here, as in other parts of the book, the author leaves the impression upon the reader of being unacquainted with the large body of printed and manuscript material which de La Roncière cites and of having failed to profit fully from the work of that author by a careful study of it.

No attention is paid to the state of the merchant marine or to the plans of colonial expansion pursued by Richelieu. Neither, to be sure, is included in the title which the author has chosen for his work, but both are vitally connected with the history of the navy and should have received at least a passing remark.

The author informs us in his preface that his work is based upon material found in the Archives de la Marine, but he fails to add that those archives contain very little for the period previous to Colbert's ministry, that is to say, for the whole period covered by the present volume, and that the importance of his researches there can only appear

in the volume announced dealing with the period 1661-1715. The proof of this is the fact that only about a score of citations to the aforesaid archives is made in the entire volume. His work in the present volume is based, in fact, most largely upon printed material and adds nothing of importance to our previous knowledge.

These bits of criticism have not been made with any intention of depreciating the value of the work which M. Lacour-Gayet has done and is doing, for after all he has written, so far as general readers are concerned at least, the most readable volumes dealing with the military history of the French navy which have yet appeared.

STEWART L. MIMS.

The Constitution and Finance of English, Scottish, and Irish Joint-Stock Companies to 1720. By WILLIAM ROBERT SCOTT, M.A., D.Phil., Litt.D., Lecturer in Political Economy in the University of St. Andrews. Volume III. *Water Supply, Postal, Street-Lighting, Manufacturing, Banking, Finance, and Insurance Companies. Also Statements relating to the Crown Finances.* (Cambridge: University Press. 1911. Pp. xii, 563.)

THE previous volume of Dr. Scott's remarkable work (AMERICAN HISTORICAL REVIEW, XVI. 604), which dealt with companies whose operations were mainly related to shipping and to foreign or colonial commerce, was of particular interest to students of British expansion. Even in this volume, which completes part II., the developments with regard to naval stores, fisheries, the South Sea scheme, and the connection of the new East India Company with politics and finance at the start of the eighteenth century, are by no means merely insular in range or of local importance. The chief interest, however, is domestic finance and industry. These, as the title indicates, develop in varied fields, yet throughout, the essential test is that of organization. Here are facts as to the Bank of England and as to companies formed "to trade in hair". The water-supply of London and the "Glasgow Soaperie", proposals for the making of swords and assurance for widows and orphans, all find their place in this cyclopedia of companies and partnerships. The whole is a storehouse of material for social and financial history; and in spite of arid pages the material is well organized; the references are often to rare pamphlets and forgotten newspapers and to manuscripts which hitherto have not been thoroughly examined even by investigators as patient and laborious as Dr. Scott.

The student of economic history expects in volume I., which is as yet unpublished, to profit by the great work of correlation, comparison, and conclusion for which the author's hitherto rigid exclusion of generalization and deduction has in part prepared him. The relationship of financial organizations in the first quarter of the eighteenth century is already in some degree exhibited here; and a table summarizing the